

REMARKS

Reconsideration and allowance of the above-identified application are respectfully requested. Claims 2-5 are now pending, wherein claim 1 is canceled and claims 2-5 have been amended.

Applicants note with appreciation the Examiner's indication that claims 2 and 5 would be allowable if rewritten in independent form. Accordingly, claim 2 has been amended into independent form. Moreover, claims 3 and 4 have been amended to depend from claim 2. Because claims 3-5 depend from allowable claim 2, it is respectfully submitted that claims 3-5 are also allowable.

The Office Action objects to the Abstract for minor informalities. Applicants hereby submit a substitute Abstract addressing the minor informalities.

Claims 1, 3 and 4 are rejected under 35 U.S.C. § 102(e) as being anticipated by U.S. Patent No. 6,267,097. Applicants' respectfully submit that the cancellation of claim 1, and the amendment of claims 3 and 4 to depend from allowable claim 2 renders this rejection moot.

All outstanding objections and rejections having been addressed, it is respectfully submitted that the present application is in condition for allowance. If there are any questions regarding this amendment or the application in

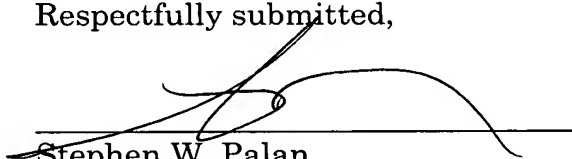
Serial No. 10/812,983
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general, a telephone call to the undersigned would be appreciated since this should expedite the prosecution of the application for all concerned.

If necessary to effect a timely response, this paper should be considered as a petition for an Extension of Time sufficient to effect a timely response, and please charge any deficiency in fees or credit any overpayments to Deposit Account No. 05-1323 (Docket #056205.52950C1).

Respectfully submitted,

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ABSTRACT

A compression ignition internal combustion engine ~~comprises~~ includes a combustion chamber 16 ~~to which air and fuel are supplied~~, an intake valve 19a, ~~for opening and closing a passage between the combustion chamber and an~~ intake port 6 ~~communicating with the combustion chamber~~, and an exhaust valve 19b ~~for opening and closing a passage between the combustion chamber and an exhaust port 14 communicating with the combustion chamber~~. The temperature and pressure in the combustion chamber are increased to self-ignite an air-fuel mixture with the compressive operation of a piston after closing of the intake valve 19a. A fuel injection valve 11 injects pressurized air, serving as an ignition trigger factor, directly into the combustion chamber so that the air-fuel mixture under the expansion stroke of the piston is brought into an ignitable state. An ECU 1 controls the injection timing of the pressurized air depending on the ignition timing. The self-ignition timing can be controlled to a proper timing in a wide engine operating range with respect to a load and a revolution speed without changing the shape of the combustion chamber to a large extent.